

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Currently Amended) A method of regulating ~~vehicle handling of one of an all-wheel drive vehicle having at least one of a~~ handling of a vehicle having controllable longitudinal clutch and optionally a controllable main-axle lateral lock, ~~and a single axle drive vehicle having a controllable lateral lock,~~ comprising the steps of:

detecting and processing vehicle sensed input quantities;

comparing a desired drawing direction defined by a steering angle with an actual moving direction of the vehicle; and

if values of said desired direction and said actual moving direction deviate from one another by a definable reference value, increasing coupling between a front axle and a rear axle of the vehicle in order to increase ~~at least one of~~ the yaw damping and, when ~~a~~ said controllable main-axle lateral lock is present, the locking torque of the main-axle lateral lock.

2. (Original) The method according to claim 1, wherein the defineable reference value is determined in a vehicle-specific or engine-specific manner.

3. (Original) The method according to claim 1, wherein a value for the locking torque is stored in characteristic diagrams.

4. (Currently Amended) The method according to claim 1, wherein clutch torque between a front axle and a rear axle is a function of the driving speed, the driving direction desired by ~~the~~ a driver and a change in the actual moving direction of the vehicle.

5. (Original) The method according to claim 1, wherein the locking torque and the yaw damping are increased simultaneously.

6. (Currently Amended) A method of regulating handling of a vehicle, comprising the steps of:

detecting and processing a plurality of vehicle driving parameters, including a driver desired driving direction value;

comparing said desired direction value with a value of an actual moving direction value obtained from said processed plurality of vehicle driving ~~parameter~~ parameters and outputting a comparison value

at least one of increasing coupling between a front and a rear axle of the vehicle and increasing locking torque of a main axle lateral lock of the vehicle in order to increase yaw damping, when said comparison value exceeds a defineable reference value.

7. (Original) The method according to claim 6, wherein the defineable value is determined in a vehicle-specific or engine-specific manner.

8. (Original) The method according to claim 6, wherein a value for the locking torque is stored in characteristic diagrams.

9. (Original) The method according to claim 6, wherein clutch torque between a front axle and a rear axle is a function of the driving speed, the driving direction desired by the driver and a change in the actual measuring direction of the vehicle.

10. (Original) The method according to claim 6, wherein the locking torque and the yaw damping are increased simultaneously